

Photo credit: AARP



Complete Streets Funding Program Report to MassDOT Board – Feb 2017

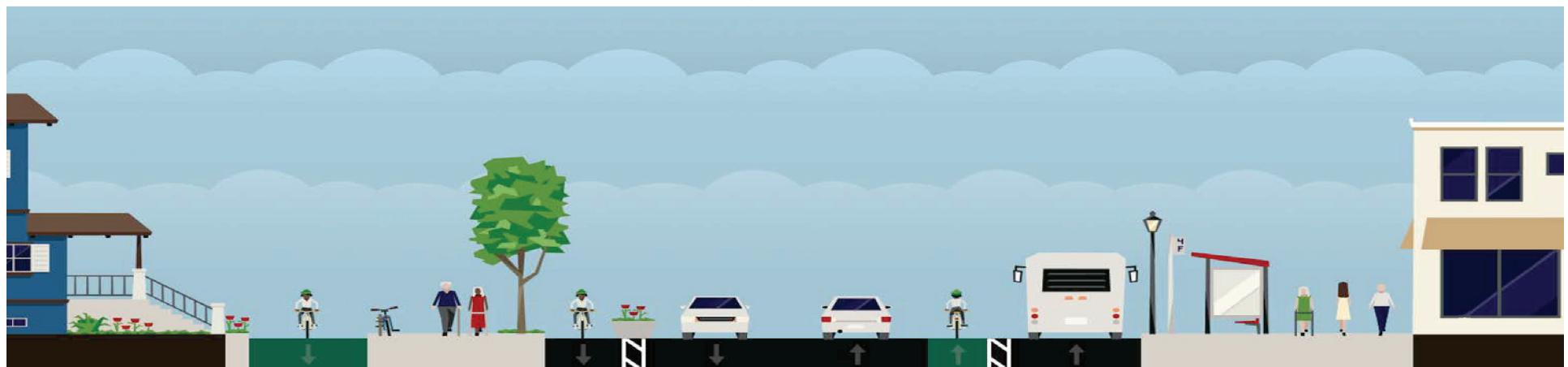
David Anderson, Deputy Chief Engineer for Design,
Highway Division

Complete Streets Defined

A “Complete Street” is one that provides safe and accessible options for all travel modes -- walking, biking, transit and vehicle – and for people of all ages and abilities.

Program Objectives

- Incentivize adoption of municipal policies and best practices
- Encourage municipalities to adopt a strategic and comprehensive approach
- Facilitate better pedestrian, bicycle, and transit travel for all users
- Achieve equity in program participation and award distribution





Complete Streets Funding Program

First Year Progress

- MassDOT's Complete Street Funding Program was launched on February 1, 2016 to incentivize municipal best practice in Complete Streets policy and implementation.
- Revised legislation codifying the MassDOT Complete Streets Funding Program (Chapter 79 of the Acts of 2014 replaced with Chapter 220 of the Acts of 2016)
- **Program Rewards:**
 - Up to \$50,000 in technical assistance to complete a 5-Year Complete Streets Prioritization Plan
 - Up to \$400,000 in project construction funding for projects on locally-funded roads

Complete Streets Funding Program

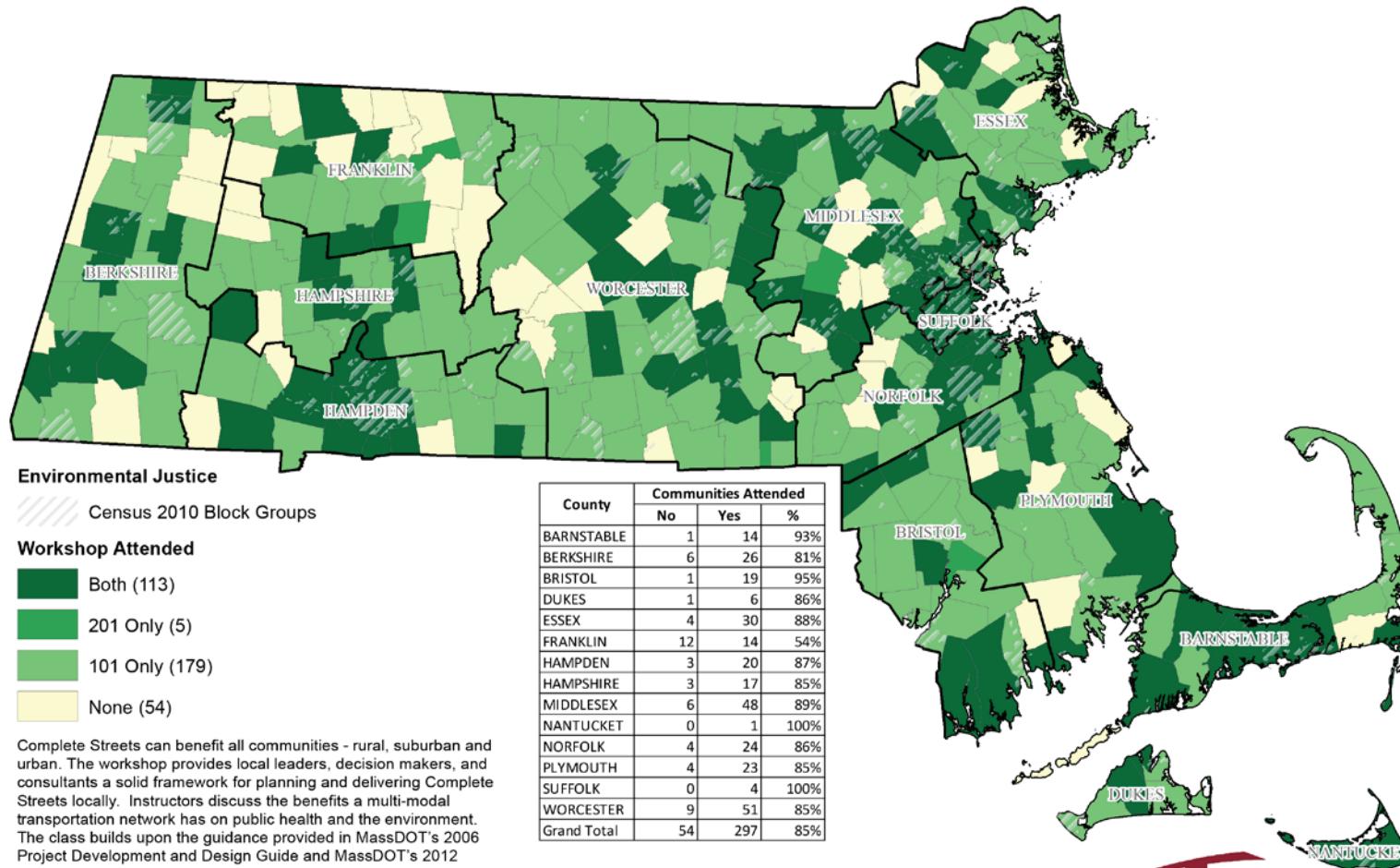
Eligibility Requirements: The Program has three Tiers of eligibility requirements.



Statewide Training



Massachusetts Complete Streets Training Participation by Community



massDOT
Massachusetts Department of Transportation

umtc
UMassAmherst Transportation Center

Complete Streets Online Portal



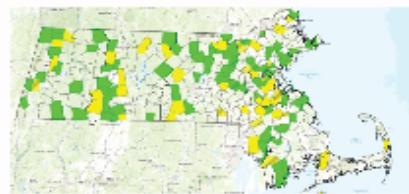
Welcome to the Massachusetts Complete Streets Funding Program Portal



PROGRAM STATUS

ENTER PORTAL

All transactions for the Complete Streets Funding Program are managed through an online Portal. Each municipality has one registered user who manages the account. The public does not have access to the Portal, but can view municipal documents on the map below.



VIEW STATUS

Click on the map above to view the Program participation levels. Click on participating communities to view their program documents.

Resources

[What is a Complete Street ?](#)

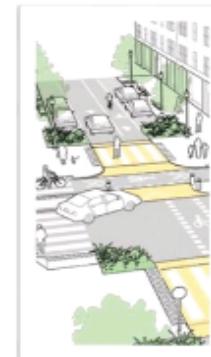
[Complete Streets Funding Program Guidance document](#)

[Program Forms and Resources](#)

PROGRAM NEWS

Latest news and updates

9/21/2016	Advanced CS201 Dates Announced (Read More..)
8/31/2016	Tier 3 Applications (Read More..)
8/31/2016	Tier 2 Technical Assistance Reimbursement (Read More..)
8/11/2016	Governor Baker Signs Legislation Investing in Local Transportation Infrastructure (Read More..)
7/29/2016	Policies top 80! (Read More..)
7/14/2016	Tier 3 Project Applications due July 15 (Read More..)
7/7/2016	Project Application Deadline July 15th, Sept 15 (Read More..)
7/1/2016	5-Year Prioritization Plans (Read More..)
6/21/2016	Prioritization Plan Template Revised (3/31) (Read More..)
6/20/2016	Complete Streets DEMO in Northampton! (Read More..)



Contact

If you have questions about the Complete Streets Program please [email us](#)

[More News..](#)

Annual Participation Levels

As on January 31st, 2017

	Registered	Completed Tier 1	Completing Tier 2 with Technical Assistance	Completed Tier 2	Completed Tier 3	Anticipated FY18 Tier 3
# Municipalities	150	112*	63	27	26	70+
Community Compact Member/CS Best Practice	127/31	100/28	54/14	23/10	19/8	
Tier explanation		Attended Training and Approved Complete Streets Policy	Developing a Prioritization Plan	Approved Prioritization Plan	Approved Project	Anticipated number applying for construction funding in FY18

*At the time of the Program launch 15 municipalities had Complete Streets Policies that would have been approved. So, as a result of this Program, 97 municipalities have passed CS Policies.

Community Compact Member/CS Best Practice – indicates how many communities have signed the Governor's Community Compact Cabinet/and chosen Complete Streets as a best practice. Compact members get 4 points and CS best practice choice gets an additional 4 points toward their Policy score.

Annual Participation Levels



Massachusetts Complete Streets Funding Program Participation

Highway Districts

District One

Policy Approved: 15
Letter of Intent: 1
At Tier 1: 1
At Tier 2: 13
At Tier 3: 3
% Registered in Program: 30.30

District Two

Policy Approved: 16
Letter of Intent: 0
At Tier 1: 9
At Tier 2: 15
At Tier 3: 1
% Registered in Program: 44.64

District Three

Policy Approved: 30
Letter of Intent: 0
At Tier 1: 3
At Tier 2: 25
At Tier 3: 5
% Registered in Program: 42.80

District Four

Policy Approved: 26
Letter of Intent: 4
At Tier 1: 5
At Tier 2: 18
At Tier 3: 12
% Registered in Program: 56.45

District Five

Policy Approved: 20
Letter of Intent: 2
At Tier 1: 6
At Tier 2: 21
At Tier 3: 2
% Registered in Program: 35.80

District Six

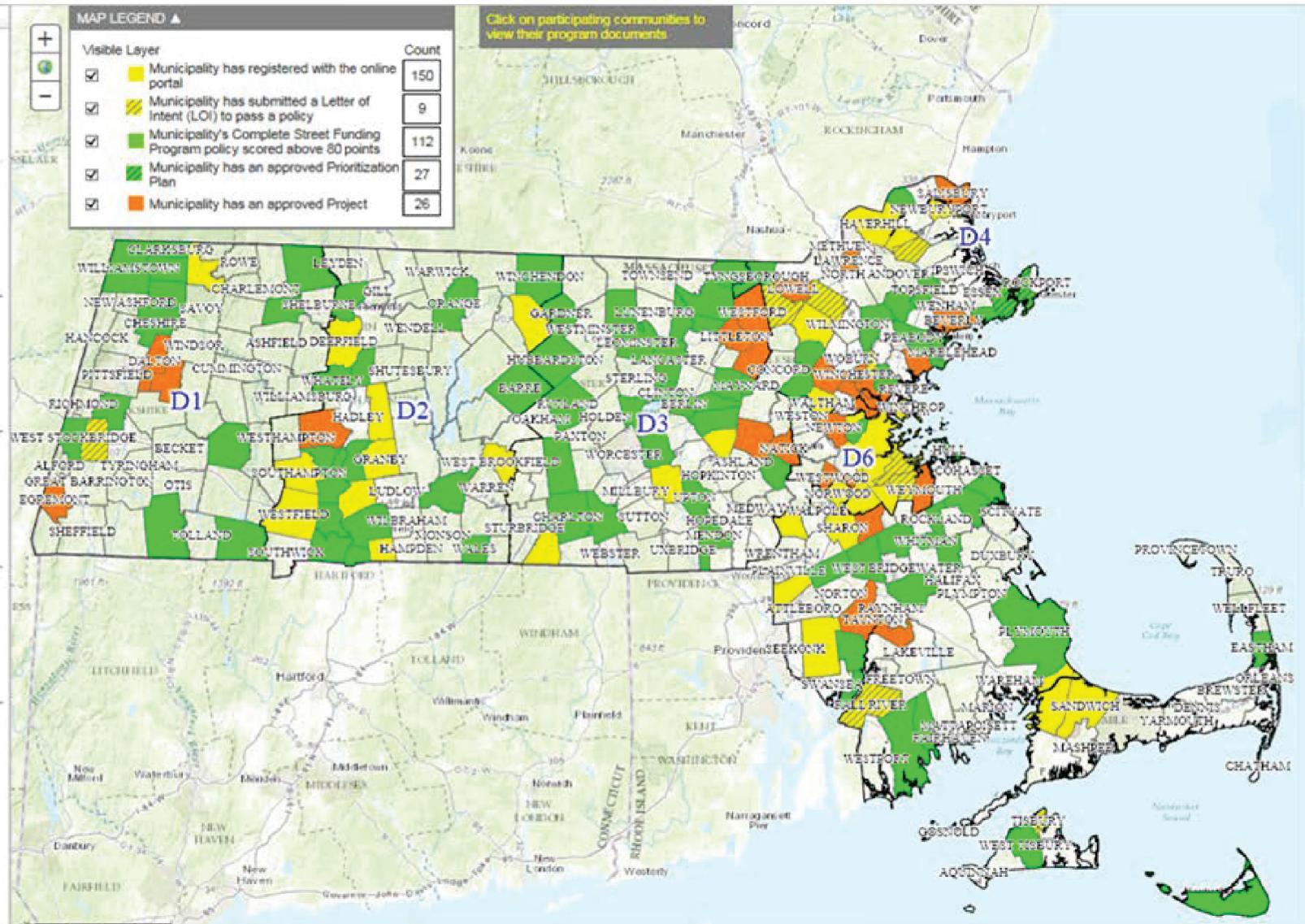
Policy Approved: 5
Letter of Intent: 2
At Tier 1: 4
At Tier 2: 3
At Tier 3: 4
% Registered in Program: 57.89

MAP LEGEND ▾

Visible Layer

- Municipality has registered with the online portal Count 150
- Municipality has submitted a Letter of Intent (LOI) to pass a policy 9
- Municipality's Complete Street Funding Program policy scored above 80 points 112
- Municipality has an approved Prioritization Plan 27
- Municipality has an approved Project 26

Click on participating communities to view their program documents



Funding Disbursement



Complete Streets Funding Program Expenditure Summary ~

	Total Tier 2 Technical Assistance	Tier 3 Projects Round 1 Awarded	Tier 3 Project Round 2 Awarded	Total Tier 3 Project Funding	Total
Total	\$2,580,029	\$4,399,501	\$5,465,123	\$9,864,624	\$12,444,652
# Municipalities	63	11	15	26	
BMHI	\$1,134,342	\$800,000	\$2,805,866	\$3,605,866	\$4,740,208
% BMHI	44%	18%	51%	37%	38%

Below Median Household Income (BMHI) – The original language in 2014 Transportation Bond Bill stated that one third of funds go to municipalities Below Median Household Income (BMHI). During the stakeholder engagement and in consultation with our Advisory Committees, MassDOT committed to adhering to this goal.

First 26 FY 17 Construction Projects

Round One

Acton
Arlington
Beverly
Cambridge
Framingham
Lawrence
Lowell
Medford
Stoughton
Westwood
Winchester

Round Two

Dalton
Egremont
Everett
Hinsdale
Lexington
Littleton
Lynn
Natick
Newton
Northampton
Salisbury
Somerville
Taunton
Westford
Weymouth



Lessons Learned

- Training program is a key part of the success
- Prioritization Planning alone is having a positive impact in bringing departments together and improving understanding of CS concepts and needs
- \$400K can have a significant impact on safety, access and connectivity in a community



Thank you to the Baker-Polito Administration for their commitment to municipalities and for making this program so successful.

